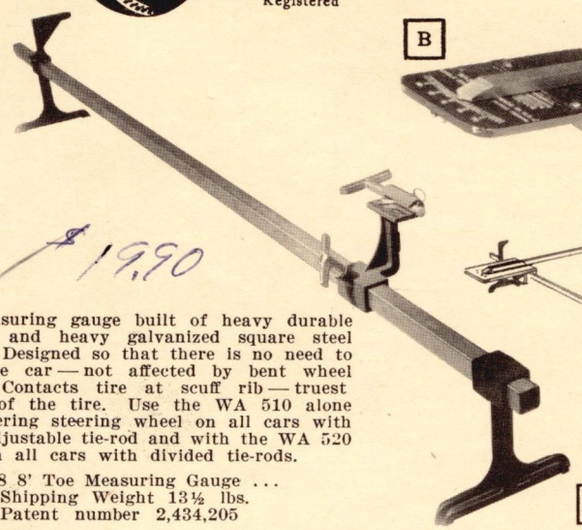
Packed with Complete Instructions and Specifications

WHEEL-A-MATIC
TRADE AMERICA MARK
Registered

A

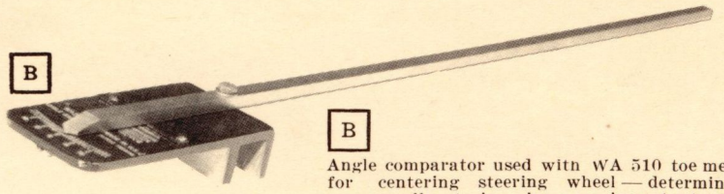


A

Toe measuring gauge built of heavy durable castings and heavy galvanized square steel tubing. Designed so that there is no need to move the car — not affected by bent wheel felloes. Contacts tire at scuff rib — truest surface of the tire. Use the WA 510 alone for centering steering wheel on all cars with single adjustable tie-rod and with the WA 520 gauge on all cars with divided tie-rods.

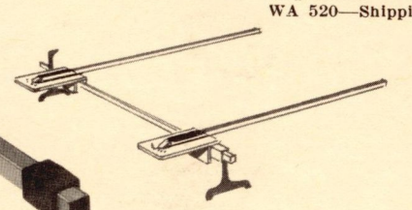
WA 510-8 8' Toe Measuring Gauge ...
Shipping Weight 13½ lbs.
Patent number 2,434,205

B



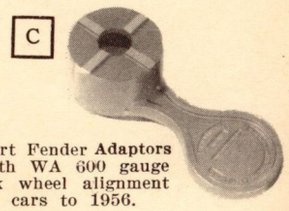
B

Angle comparator used with WA 510 toe measuring gauge for centering steering wheel — determines if wheels are equally toeing in — an important part of wheel alignment. Patent pending.
WA 520—Shipping wt. 3 lbs. .....



WA 520 may be used at either right or left wheel to determine which wheel is toeing in or out or if equal.

C



C

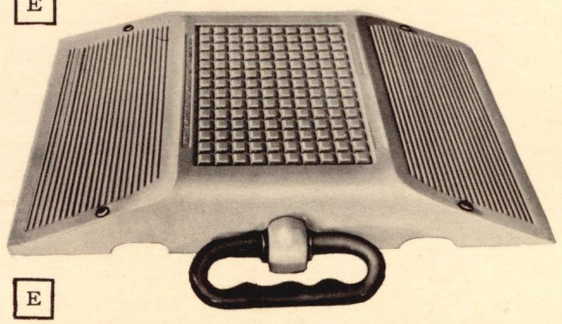
Low Skirt Fender Adaptors used with WA 600 gauge to check wheel alignment of Nash cars to 1956.
WA 70—Shipping wt. 1½ lbs. .....
Patent Pending

D

D

Rear Wheel Adaptors used with WA 600 gauge to check alignment of rear wheels of passenger cars. May also be used to check front wheel alignment of most trucks and busses.
WA 67 — Shipping wt. 1¼ lbs.
Patent Pending

E



E

Adjustable rear wheel platforms — Compensate for uneven floors to give accurate wheel alignment readings. A level working area is essential to every good wheel alignment job. Easily stored when not in use.
WA 802—Shipping Weight 27½ lbs. per pair .....
Patent Pending

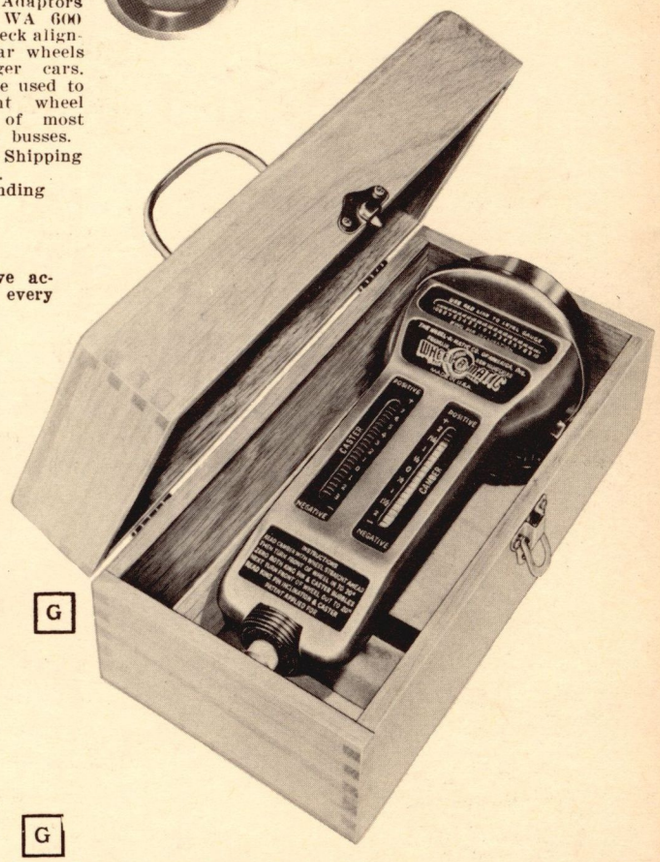
F

F

Full floating ball bearing turntables — designed so that bearings are kept free from dirt — frequent cleaning eliminated. Top plate rolls freely on ball bearings in all directions. Lock pins, chained to prevent loss, hold plate in zero position while car is being driven onto turntables.

WA 702——For Passenger Cars & light Trucks
Shipping Weight 50 lbs. per pr. .....
Licensed under patent No. 2,124,902
WA 1005—For Large Trucks & Buses
Shipping Weight 98 lbs. per pr. .....

G



G

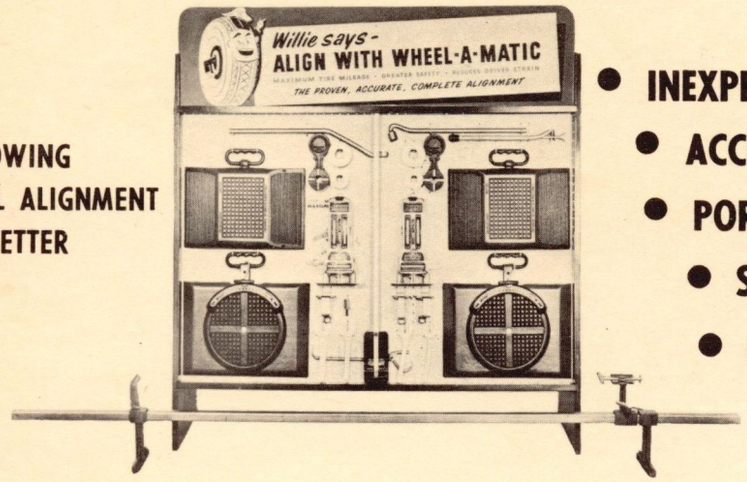
Precision Magnetic Caster Camber Kingpin gauge. Gives all readings accurately in five simple steps. Held firmly in position by a lifetime guaranteed Alnico Magnet. Stays in position while corrections are made. Nothing to wear out. No special training required. Instructions a permanent part of the gauge. Levels internally ground. Vial assemblies easily replaced without loss of use of gauge. Automatically centered by spring loaded plunger. Cast of durable aluminum — rugged but light.

WA 600B Gauge packed in Chest .....
Shipping weight 5½ lbs.
Patent number 2,729,896

The WHEEL-A-MATIC COMPANY of AMERICA, Franklin, N.H.

WA 408DS Wheel Alignment Equipment Set

A GLOWING WHEEL ALIGNMENT JOB GETTER



- INEXPENSIVE
- ACCURATE
- PORTABLE
- SIMPLE
- QUICK

	Part No.	Description
1	WA-510-8	Toe Measuring Gauge
1	WA-520	Angle Comparator
2 sets	WA-67	Rear Wheel Adaptors
2	WA-70	Nash Adaptors
1 pair	WA-802	Rear Wheel Ramps
1 pair	WA-702	Turntables
1 pair	WA-600	Magnetic Alignment Gauges
1	AWC-38F	1-3/16" Caster & Camber Wrench
1	AWC-42	1-5/16" Caster & Camber Wrench
1	AWC-45	1-13/32" Caster & Camber Wrench
1	AWC-48	1-1/2" Caster & Camber Wrench
1	SWC-40	1-1/4" Caster & Camber Wrench
1	SWC-42	1-5/16" Caster & Camber Wrench
1	SWC-44	1-3/8" Caster & Camber Wrench
1	BW73F	3/4" Caster & Camber Wrench
1	OW24M	3/4" Caster & Camber Wrench
1	PS-2208LA	1/4" Socket and Allen Bit
1	HDR55	Hub Cap Remover
1	BJ101	Brake Pedal Depressor
1		Equipment Storage Board

INCLUDED:—A Durable Metal Outdoor Sign— Choice of Wall Bracket or Yard Stand

WA408DSA Wheel Alignment Equipment Set with Sign Stand and 20 Ga. steel sign lettered both sides. Shipping weight 160 lbs. .....

WA408DSB Wheel Alignment Equipment Set with wall bracket and 20 Ga. steel sign lettered both sides. Shipping weight 150 lbs. .....

NOTHING MORE TO BUY ... NOTHING TO MAKE

DISTRIBUTED BY

WHEEL-A-MATIC WHEEL ALIGNMENT CHART

Specifications for Passenger Cars — All figures positive unless otherwise specified.

1946-47-48 MAKE	MODEL	DESIRED CAMBER□	DESIRED CASTER	KINGPIN INCLINATION	TOE-OUT ON TURNS △	DESIRED TOE-IN
BUICK	40, 50, 60, 70	3/8	3/4	4 1/4	21 1/2	3/32
CADILLAC	All 1946-47	0	—2 1/4	6	23	1/16
1948	61, 62, 60S	0	0	6	25	1/16
CHEVROLET	All	—1/4	0	4 3/4	24	1/32
CHRYSLER	C38, C39, C40	3/8	0	5 1/4	21 1/2	1/32
DESOTO	All	3/8	0	5 1/4	21 1/2	1/32
DODGE	All	3/8	0	5 1/4	21 1/2	1/32
FORD	All	1	7 1/4	8	23 1/2	1/16
FRAZER	All	3/8	0	5 3/4	23	1/16
HUDSON	1946	1/2	0	4 1/2	24	1/16
	1947-48	1	1	3 1/2	24	1/32
KAISER	All	3/8	0	5 1/2	23	1/16
LINCOLN	All	3/4	4	5	22 1/2	1/16
MERCURY	All	1	7 1/4	5	23 1/2	1/16
NASH	4640, 4740, 4840	1/2	1/2	7 1/2	23	5/32
	4660, 4760, 4860	1/2	—1/4	6 1/2	23 1/2	1/16
OLDSMOBILE	All	1/4	—3/8	6	23	1/16
PACKARD	All	0	—1	5 1/4	23	1/32
PLYMOUTH	All	3/8	0	5 1/2	21 1/2	1/32
PONTIAC	All	0	—3/4	5 3/4	23 1/2	1/32
STUDEBAKER	Champion	1/2	1 1/2	5 1/2	24 1/2	3/32
1948	Commander	1/2	—2 1/2	5 1/2	24	3/32
WILLYS	CJ2A, 4WD	1 1/2	3	5		1/16
	2WD	1	3	5		1/16

1949-50-51 MAKE	MODEL	DESIRED CAMBER□	DESIRED CASTER	KINGPIN INCLINATION	TOE-OUT ON TURNS △	DESIRED TOE-IN
BUICK	40, 50, 60, 70	3/8	3/4	4 1/4	21 1/2	3/32
CADILLAC	61, 62, 60S	0	0	6	25	1/16
	75	0	0	6	23	3/32
CHEVROLET	All	1/2	1/2	4	24	1/16
CHRYSLER	1949-50	3/8	—2	5 1/2	21 1/2	1/32
	1951	0	—2	5 3/4	22	0
DESOTO	1949-50	3/8	—2	5 1/2	21 1/2	1/32
	1951	0	—2	5 1/2	22	0
DODGE	1949-50	3/8	0	5 1/2	21 1/2	1/32
	1951	0	0	5 1/2	21 1/2	0
FORD	Early 1949	1/2	—1/4	5 1/4	23 1/2	5/32•
	Late 1949-51	1/2	—1/4	5 1/4	23	3/32
FRAZER	1949-50	3/8	0	5 3/4	23	1/16
	1951	3/8	0	5 1/4	23	3/32
HENRY J	1951	1/2	0	4 1/2	22 1/2	1/4
HUDSON	All	1	1	3 1/2	24	1/32
KAISER	All	3/8	0	5 1/2	23	1/16
LINCOLN	1949	3/8	0	5	22 1/2	1/8
	1950-51	3/8	—3/4	5	22 1/2	1/8
MERCURY	1949	3/8	0	5	23 1/2	1/8
	1950-51	3/8	—3/4	5	23 1/2	1/8
NASH	Sts.-Amb.	0	1/4	6 1/2	23 1/2	5/32
	Rambler	1/2	1	8 1/2	22 1/2	3/16
OLDSMOBILE	All	0	—3/8	4 1/2	23 1/2	1/16
PACKARD	8-Super 8	0	—1	5 1/2	23	1/32
PLYMOUTH	1949-50	3/8	0	5 1/2	21 1/2	1/32
	1951	0	0	5 1/2	21 1/2	1/32
PONTIAC	All	0	—3/4	5	21 1/2	1/32
STUDEBAKER	1949 Champ.	1/2	1	5 1/2	24 1/2	3/32
	1950-51 Champ.	1/2	0	5 1/4	23 1/2	3/32
	1949 Comm.	1/2	—2 1/2	5 1/2	24 1/2	3/32
	1950-51 Comm.	1/2	—1 3/4	5 1/4	23 1/2	3/32
WILLYS	CJ-2A 4 WD	1 1/2	3	5	21 1/2	1/16
	2WD	1	3	5	21 1/2	1/16

1952-53-54 MAKE	MODEL	DESIRED CAMBER□	DESIRED CASTER	KINGPIN INCLINATION	TOE-OUT ON TURNS △	DESIRED TOE-IN
BUICK	1952	3/8	3/4	4 1/4	21 1/2	3/32
	1953	3/8	0	4 1/4	21 1/2	3/32
	1954	3/8	—1/4	0*	21 1/2	1/32
CADILLAC	All	0	0	6	23	3/32
CHEVROLET	All	1/2	1/2	4	24	1/16
CHRYSLER	All	0	—2	5 3/4	22	0
DESOTO	All	0	—2	5 1/2	22	0
DODGE	All	0	0	5	21 1/2	0
FORD	1952-53	1/2	—1/4	5 1/2	23	3/32
	1954	3/4	1/2	6 1/2	23	3/32
FRAZER	1952	3/8	0	5 1/4	23	3/32
HENRY J	All	1/2	0	4 1/2	22 1/2	7/32
HUDSON	Jet '53-'54	3/4	0	4	24	1/32
	All others	1	1	3 1/2	24	1/32
KAISER	All	3/8	0	5 1/2	23	1/16
LINCOLN	All	3/8	—3/4	7	23 1/2	1/8
MERCURY	1952-53	3/8	—3/4	5	23 1/2	1/8
	1954	3/8	—3/4	7	24	1/8
NASH	Sts.-Amb.	0	1/4	6 1/2	23 1/2	5/32
	52-53 Ramb.	1/2	1	8 1/2	22 1/2	3/16
	54 Ramb.	1/2	1	8	23 1/2	1/4
OLDSMOBILE	All	0	—3/8	4 1/2	23 1/2	1/16
PACKARD	All	0	—1	5 1/2	23	1/32
PLYMOUTH	All	0	0	5 1/2	21 1/2	1/32
PONTIAC	1952	0	—3/4	5	21 1/2	1/32
	1953-54	1/2	0	5	21 1/2	1/32
STUDEBAKER	All	1/2	—1 3/4	6	23	3/32
WILLYS	675-685	1	0	8	21 1/2	1/8
	4WD	1 1/2	3	7 1/2		1/16

1955-56-57 MAKE	MODEL	DESIRED CAMBER□	DESIRED CASTER	STEERING AXIS OR KINGPIN INCLINATION	TOE-OUT ON TURNS △	DESIRED TOE-IN
BUICK	1955	1/2	1/8	0*	22 1/2	1/32
	1956	3/8	—1/2	7*	22 1/2	3/32
	1957	1/2	—1 3/4	8**	23	3/32
CADILLAC	1955	0	0	6	23	3/32
	1956, 62, 60S	0	—1/2	6	22	3/16
	1957, 62, 60S	0	—1/2	4**	22	3/16
CHEVROLET	1955	1/2	0	3 1/2	22 1/2	5/32
	1956-57	1/2	1	3 1/2	22	3/16
CHRYSLER	1955	1/4	—1	5 1/2	22	1/32
	1956	1/4	—2	5 1/2		1/8
	1957	1/4***	—3/4	6 1/2**		1/8
DESOTO	1955	1/4	—1	5 1/2	22	1/32
	1956	1/4	—1	5 3/4	21 1/2	1/8
	1957	1/4***	—3/4	6 1/2**	21 1/2	1/8
DODGE	1955	1/4	—1	5 1/2	21 1/2	1/32
	1956	1/4	—2	5 1/2	22	1/8
	1957	1/4***	—3/4	6 1/2**	22	1/8
FORD	1955-56	3/4	1	7	24 1/2	3/32
	1957	1	1	7	24 1/2	3/32
HUDSON	1955	0	1/4	3 1/2	24	1/8
	1956	0	1/2	3 1/2	25	1/8
	1957	0	1/4	6 1/2		1/8
KAISER	1955	3/8	0	5	23	3/32
LINCOLN	1955	3/8	—3/4	7	23 1/2	1/8
	1956	3/8	—3/4	7	24	1/16
	1957	3/8	—1/4	7**	25	3/32
MERCURY	1955-56	3/8	—3/4	7	24 1/2	1/8
	1957	3/8	—3/4	7	25	1/8
NASH	55-56 Sts. Amb.	0	1/2	6 1/2	23 1/2	3/32
	1957 V8	0	1/2	6 1/2	25	1/8
OLDSMOBILE	1955-56	0	—3/8	6	23	3/32
	1957	0	3/8	6	23	3/32
PACKARD	1955-56	1/4	—1	6	24	1/32
	1957	1/2	—1 3/4	6**		3/32
PLYMOUTH	1955	1/4	—1	5 1/2	21 1/2	1/32
	1956	1/4	—2	5 1/2		1/8
	1957	1/4***	—3/4	6 1/2**	22	1/8
PONTIAC	1955	1/2	—1	5	22 1/2	1/32
	1956-57	1/2	—1	1 1/2**	22	1/32
RAMBLER	1955	1/2	1	8 1/2	23 1/2	3/32
	1956	0	1/2	6 1/2	23	1/8
	1957	0	1/2	6 1/2	23	1/8
STUDEBAKER	All	1/2	—1 3/4	6**	23	3/32
WILLYS	2 WD	1 1/2	5	7 1/2		1/16
	4 WD	1 1/2	3	7 1/2		1/16

1958-59 MAKE	MODEL	DESIRED CAMBER□	DESIRED CASTER	STEERING AXIS OR KINGPIN INCLINATION	TOE-OUT ON TURNS △	DESIRED TOE-IN
AMBASSADOR	1958	0	1/4 [1]	6	22 1/2	1/8
	1959	0	1/2 [4]	6	22 1/2	1/8
BUICK	1958	1/4	—1/2	8	22 1/2	3/32
	1959	1/2	—1 1/2 Λ	7	22	3/32
CADILLAC	1958	0	—1	4	22 1/2	1/4
	1959	0	—1/2	4	22 1/2	7/32 ΛΛ
CHEVROLET	1958 (except Corvette)	1/2	0	7 1/4	21 1/2	3/16
	CORVETTE	1/2	2 1/4	4	23	1/8
	1959 (except Corvette) ARH	1/2	0	7	22	3/32
CHRYSLER	ALL	0 [2]	—3/4 [1]	6 1/2	21 1/2	1/8
CONTINENTAL	ALL	3/8	—3/4	7 1/2	22 1/2	5/32
DESOTO	ALL	0 [2]	—3/4 [1]	6 1/2	21 1/4	1/8
DODGE	ALL	0 [2]	—3/4 [1]	6 1/2	21 1/4	1/8
EDSEL	1958 RANGER, PACER	1	1	7	23 1/2	1/16
	CORSAIR, CITATION	3/8	—3/4	7	24 3/4	1/8
	1959	1	1/2	6 3/4	24 1/4	3/32
FORD	ALL (except T-Bird)	1	1	7	24 1/4 [3]	3/32
	THUNDERBIRD	1	1	7	26 1/4	3/32
IMPERIAL	ALL	0 [2]	—3/4 [1]	6 1/2	21 1/2	1/8
LINCOLN	ALL	3/8	—3/4	7 1/2	22 1/2	5/32
MERCURY	ALL	3/8	—3/4	7	23	1/8
OLDSMOBILE	1958	1/4	—1/2	7**	23	1/16
	1959	1/4	—1/2	10	23	1/16
PACKARD	1958 HAWK	1/2	—1 3/4	6	23	3/32
	1959 HAWK	—1	—1 3/4 [4]	6	22 1/2	3/32
PLYMOUTH	ALL	0 [2]	—3/4 [1]	6 1/2	21 1/4	1/8
PONTIAC	1958	1/2	—1/2	5**		1/32
	1959	1/4	—1 1/2	4	21 1/2	1/32
RAMBLER	1958 6 & V8	0	1/4 [1]	6	22 1/2	1/8
	1959 6 & V8	0	1/2 [4]	6	22 1/2	1/8
STUDEBAKER	1958	1/2	—1 3/4	6	23	3/32
	1959 LARK	—1	—1 3/4 [4]	6	22 1/2	3/32

□ To counteract the normal road crown, the camber of the wheel on the driver's side should be 3/8° more positive than the other wheel

△ When outside wheel reads 20 degrees

• Toe-out

*At 7/8° Camber

**At 0° Camber

***Camber on Left Wheel 1/4°, Right Wheel 0°

[1] Caster on Power Steering 3/4°

[2] Camber on Right Side 0° Driver's side 3/8°

[3] Toe-out on turns on Thunderbird 26 1/4°

[4] Caster on Power steering 1°

Λ Caster on cars equipped with air ride —1°

ΛΛ Toe in on cars equipped with air ride 1/16"

ΛRH Cars with air ride must be raised to recommended height

Compliments of

The WHEEL-A-MATIC COMPANY of AMERICA **Franklin, New Hampshire** FORM CSS WA59